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DECLASS REVIEW by NIMA/DOD

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TH 4137-7

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D.D.I. 3/18.57/7

7 August 1957

25X1D

U.S.S.R.
Airfields

(Note all dimensions are approximate)

(Items not to be used without codeword protection w)

1. BARANOVICH (53° 06' 00"N 26° 04' 00"E)

- (a) Runway. The new runway is 3,000 yards by 100 yards N.E./S.W. .
- (b) Readiness Platform. There is readiness platform at N.E. end of the new runway 300 yards by 80 yards.
- (c) Aprons (w). The aprons used are the 1,200 yards or so of the old N.E./S.W. runway and a second one N.W. of the new runway (S.W. end) is 400 yards long. Both are about 70 yards wide.
- (d) Hardstandings (w).
- (i) There are 27 circular hardstandings north of the runway of diameter 140 feet.
- w(ii) There are 3 rectangular type, also to north of the runway, - 120 feet by 130 feet.
- w(iii) There is a complex of 12 hardstandings each about 80 yards by 20 yards on the taxiway between the main runway (S.W. end) and the S.W. end of the larger apron.
- (e) Taxiway. The taxiway lies north of the runway from S.W. to N.E. and is estimated as 25 yards wide.
- (f) Hangars. The hangars are as shown in [REDACTED]
- (g) Fuel Storage. The fuel storages lie to the north west of the taxiway.
- (h) Rail Spur. There is a new rail spur at the north western end of the airfield, turning west near barracks blocks on [REDACTED]

25X1C

25X1C

2. KROCHEVITSKY (58° 37' 00"N 31° 23' 00"E)

- (a) Runways.
- (i) The old runways shown in [REDACTED] are in use as aprons.
- (ii) There is a new N.N.W./S.S.W. Runway 2,200 yards by 70 yards to the North of the old runways.
- (b) Readiness Platform. Readiness platforms are situated at each end of the Runway. They are 60 yards by 140 and are on the taxiway. w
- (c) Hardstandings
- (i) There are ten pairs of rectangular hardstandings on the eastern taxiway.

25X1C

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- 2 -

(ii) The old hangar bases are used as hardstandings.

(iii) There are two octagonal hardstandings in the woods at the end of the taxiway 600 yards long to the N.W. of the northern end of the new runway.

(d) Taxiways. There is a complex system of taxiways on the east side of the new runway.

(e) Hangars. The hangars shown in [] have been demolished.

(f) Explosives Store. A possible explosives store was seen to be under construction some $1\frac{1}{2}$ miles to the south west of the airfield.

007 3. MOSCOV/AMURO (55° 38' 00"N 37° 36' 00"E)

A possible short runway has been reported at this grass airfield.

008 4. MOSCOV/FILI (55° 20' 00"N 37° 29' 00"E)

(a) Runway. The runway is 1,600 by 100 yards.

(b) Taxiways

(i) On the west side the taxiway - 50 yards wide runs to the factory.

(ii) From the centre a taxiway runs to the factory.

(c) Hangars

(i) There is a large new hangar S.W. of the original large hangar at the south west corner.

(ii) There is an unidentified building, perhaps a workshop, between the original large hangar and the three original medium ones.

009 5. MOSCOV/OSTAPIEVO (55° 33' 00"N 37° 30' 00"E)

(a) Runway

(i) The east-west runway is 1,300 yards by 80 yards with a P.S.P. extension at the east end of 350 yards.

(ii) The N.E./S.W. runway is also 1,300 by 80 yards.

(b) Hardstandings. There are no hardstandings.

010 6. MOSCOV/PODOLSK (55° 28' 00"N 37° 32' 00"E)

This grass airfield measures 1,600 by 1,400 yards, is situated west of the crossing of the MOSCOV/PODOLSK road and railway and not to the east as stated in []

011 7. MOSCOV/TEPLY STAN (55° 37' 00"N 37° 27' 00"E)

This airfield is grass only and may be unserviceable; some buildings have been demolished.

012 8. MOSCOV/VUKOVO (55° 36' 00"N 37° 18' 00"E)

(a) Runways. The runways are as shown in [] but there is an extra 1,350 yards being added on to the 2,700 by 60 yards N.E./S.W. runway.

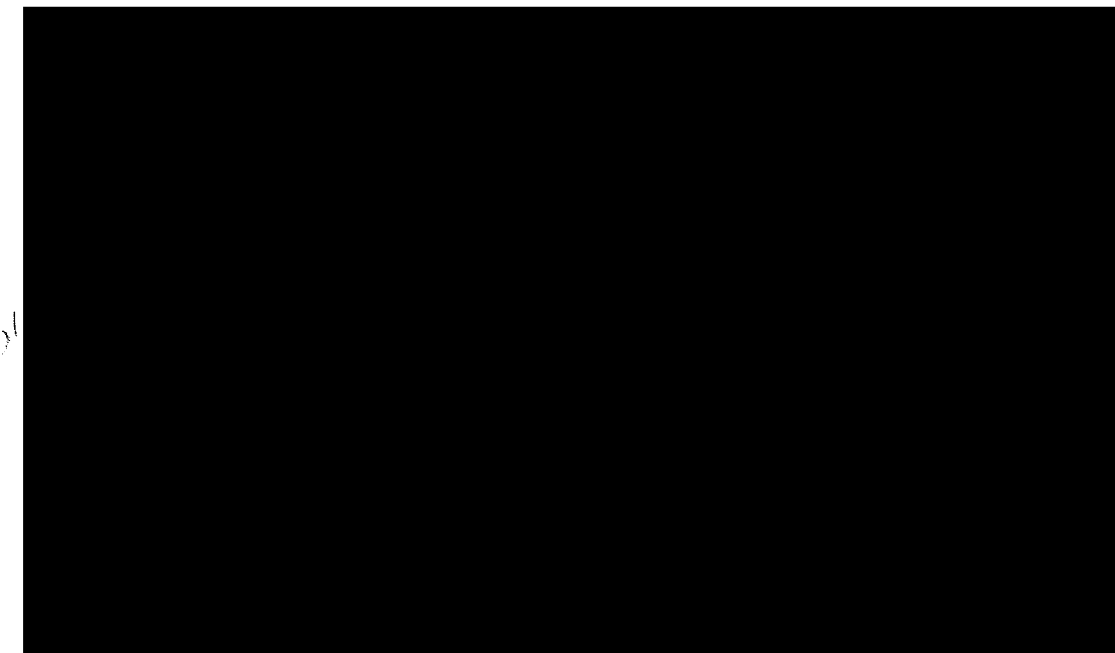
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25X1C (c) Taxiway. There is a taxiway parallel to the new runway and the old ones shown in [redacted] still exist.

(d) Hangers. All former hangers have been removed except for the north westerly one.

014 10. SOOLONG/SAATH (54° 45' 00"N 32° 04' 00"E)

This is a small grass airfield 1,100 x 1,000 yards.

015 11. SOOLONG (54° 49' 00"N 32° 02' 00"E)

(a) Runway

(i) There is a new runway 2,200 yards by 60 yards N.W./S.E. with readiness platforms at either end.

(ii) The former N.W./S.E. runway is still in existence.

(b) Hangers

(i) Only one very small hangar of the old complex at the south of the airfield remains.

(ii) There is a possible aircraft repair plant building to the S.E. of the airfield at 54° 49' 00"N 32° 02' 40"E.

(c) Hardstandings. There are seven small hardstandings on the taxiway to the east side.

(d) Explosive Storage. There is an explosive storage 2,000 yards S.E.W. of the airfield.

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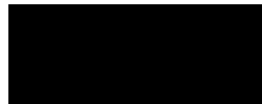
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25X1D

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25th August, 1957U. S. S. R.
(Article 10)

25X1D

1. The following advance information generally of date mid [redacted] has come to hand.

TAJIK AIRFIELD

2016a) Tajik Airfield. There are two parallel concrete runways one 3,600 yards and one 3,150 yards with taxiways connecting to parking aprons. No aircraft were observed.

ILLEGIB

018 (a) Tajik Airfield. The runway lies N. 40° - 50° E. and is 1,520 yards with a parallel parking strip about 420 yards long. The main parking area is some 300 yards long. Eleven aircraft (two without wings), 4 tanks, 1 truck, 1 car were seen.

019 (a) Communications Installation. At some 8 1/2 miles south west of TAJIK AIR there are three 700 foot masts, three 350 foot lattice towers and about twelve smaller lattice towers 150 - 200 feet high. There is a well guarded area adjacent with the station buildings.

TAJIK AIR (44° 51'N 65° 30'W)

3. No airfields were known in this area.

TAJIK AIRFIELD (Town 45° 20'N 64° 00'W)

020 4. There were two parallel natural surface runways here; one 3,000 yards and the other 2,500 yards. Two tanks, 2 trucks and four unidentified, but probably CRV or similar, were seen.

TAJIK AIR (45° 30'N 65° 10'W)

021 5. There is a small airstrip here and the area is rail served. Source noted electronic installations, bomber type installations over a wide area and the whole seemed to be possibly some form of proving ground.

KASHGARIK and KASHGARIK AIRFIELD

6. No airfields were known to a source from this area nor was there any unusual activity.

VOI KHELOVAYA ISLAND (45° 05'N 57° 15'W)

022 7. Much activity has been reported from here including the construction of a possible twin runway (not parallel) airfield of length some 3,500 yards each.

TAJIK AIR (42° 51'N 71° 21'W)

8. No airfield or unusual activity was reported from here.

TAJIK AIRFIELD (42° 55'N 73° 15'W)

023 9. The runway here is 3,500 yards with a parallel natural surface runway

TH 4482 - 7

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of over 5,000 yards and some 120 yards wide. A DA 11, 75 T-62/P-6000 and a helicopter were seen here.

024

PROXIMA (40° 21'N 71° 45'W)

10. The runway here is 1,000 yards, natural surface. Twenty eight B-47s, 25 T-62/P-6000, 5 C-130, 1 C-119, 2 C-119 were observed.

025

ALPHA (41° 44'N 72° 11'W)

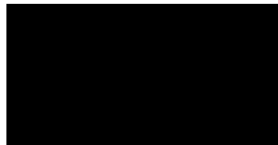
11. There is a runway still under construction here. It is to be some 2,600 yards long with parallel taxiway.

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16 August, 1957.

25X1D

U.S.S.R.
(Airfields)

NOTE:- Items not to be used without codeword are marked *

035 1. BOURNOV (54° 16' 15"N 28° 30' 45"E). There is no runway here, the dimensions of the grass landing area are 1,200 (N.E./S.W.) by 900 yards (N.E./S.W.).036 2. MINIK/EAST (53° 54' 00"N 27° 30' 00"E). This is a grass airfield with a maximum length of 1,600 yards North-South.037 3. MINIK/SOUTH (53° 52' 00"N 27° 32' 00"E)(a) Runway. The runway is 2,000 yards N.E./S.W.(b) Aprons. There is one apron at the north of the N.W. end of the runway and one north of the S.W. end by a large hangar.(c) Taxiways. Taxiways run to these parking aprons (b).(d) Hangars. The hangar areas as shown in [REDACTED] 25X1C are not in use. The large hangar referred to above is East of the centre of the runway.038 4. KARMSOVA (54° 58' 00"N 24° 05' 00"E)

25X1D

(a) [REDACTED] the airfield runway was still under construction at either end.

(b) Runway. The 2,800 yards East-West.(c) Apron. There is an apron, some 1,620 yards long, about 150 yards north of the runway and parallel to the runway.(d) Taxiways. Taxiways run from this apron to either end of the runway. From the Eastern end of the apron a taxiway runs round the east end of the runway (but is not connected there to the runway) and leads to a number of dispersed shelters to the south of the runway.(e) Fuel Storage. The fuel storage is some 1,150 yards W.N.W. of the runway centre.(f) Explosive Storage. There is an explosives storage 3,000 yards W.S.W. of the runway centre.039 5. YILMAVASKID (54° 37' 00"N 25° 02' 00"E)

This airfield has reverted to agriculture.

040 6. KRENETANT (Airfield) (60° 00' 50"N 29° 42' 20"E). This airfield is a grass one some 1,400 yards (N.E./S.W.) by 700 yards (N.E./S.W.). It is served by an ill defined taxiway and rail spurts on the southern side. The workshops and barracks lie to the south east and appear to be shared with the flying boat alighting area (paragraph 7).

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041

7. KRIDENTAL (P.B.A.A.) (60° 00' 25"N 29° 43' 00"E)

The dimensions of the area of sheltered water are 2,000 yards (N./S.) by 1,400 yards (E./W.). There is a hangar at the top of the slipway about 100 x 50 yards and there is a large area around it.

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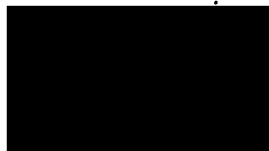
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7.2.2/7.37/8
28 August, 1957.

CHINA
~~Airfield and General~~

25X1D

042 1. YUNNAN (45° 43'N 87° 37'E). There are two airfields here:-

- (a) Two runways of gravel 1,400 yards N.W./S.E.
700 yards E.W./W.E.
in use by transports, C-47, COACH and C-46.

043 → (b) Tai-shan. One surfaced runway, black in colour 2,000 yards, N.E./S.W., E.

(c) General military activity and industry was noted but no indication of atomic energy or railway work as suggested.

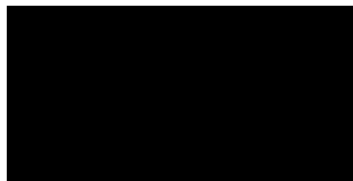
2. KUNMING (25° 07'N 79° 55'E). No indication that there is an airfield here was obtained by source.

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1.D.I.3/T3.37/7
29 August, 1957

U.S.S.R.
(Airfield)

25X1D

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044

1. RIGA/KARMOINIS (56° 55' 00"N 23° 59' 00"E)

25X1D

- (a) Runway. The runway is North/South about 2,200 yards with width "about 60 metres".
- (b) Readiness Platforms are located at each end. When observed (Summer) one was still under construction.
- (c) Hanger. There is one small hanger and apron about half way down the new taxiway.
- (d) Taxiway. There is an old taxiway parallel and close to the runway and a new one on the Western side.
- (e) Explosive Storage. There is a storage area, probably a minor one for ammunition of some eight small units, one mile S.W. from the runway centre.
- (f) Work on the Airfield. When observed there was still work in progress on the airfield.

045

2. PATRU (56° 24' 00"N 24° 28' 00"E)

- (a) Runway. There is a new N.E./S.W. runway about 2,200 yards by the usual 60 metres in width; with it and on the east side is a graded strip of about the same length but about 210 yards wide. There are readiness platforms adjacent to each end of the runway.

They measure about 135 by 45 yards.

(b) Hardstandings.

- (i) The old N.E./S.W. runway is used for parking; at about right angles to this is another apron some # 600 yards by 70 yards # wide, which then becomes a taxiway to the south end of the new runway.
- (ii) The main taxi loop on the north side of the new runway has # 25X1D # standings.
- (iii) The northern end of the new runway is connected by a new taxiway to the apron to the south. On this there are # 12 # standings. Some have semicircular protective blast walls.

- (c) Fuel Storage. There is a large store with four cylindrical tanks to east of old runway.

25X1C

- (d) Railway. The railway shown in the # plan has, in fact, been diverted to run round the north of the airfield.

046

3. RIGA/SPILVE (56° 59' 00"N 24° 04' 00"E)

TH 4482-7

(13)

Source's report confirms in all major items the data given in the # plan and write up.

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047

4. TALLIN/LAKSEBERG (59° 20' 00"N 24° 50' 00"E)

- (a) General. Two runway systems, which are possibly connected at their north and west ends respectively, exist here, one to the east of the "normal" site in [REDACTED].

25X1C

(b) Runways

- (i) The original runway is 2,100 (x 60 metres) N.E./S.E.
- (ii) There is a similar dimensioned runway to the north east of this N.E./S.E. runway (with its west end about a mile to the east of the N.W. end of the northern end of the "original" runway) but lies East-West (position of centre of this is estimated as 59° 27' 00"N 24° 52' 00"E). There are readiness platforms at each end and six access tracks from the taxi tracks on the south side to the runway.
- (c) Hardstandings. Hardstandings, unknown number, are located to the north west from the "original" runway (b.i.). There are also some at the south east end of this runway.
- (d) Taxiways. There is a taxiway on both sides of the runway (b)(i), and there are also parallel taxiways on both sides of (b)(ii) (w about 25 yards wide w).

(e) Hangars

- (i) One large hangar is located at south east end of "original" runway (b.i.) (w about 240 by 120 feet w).
- (ii) Two medium hangars are located at the north west end (w about 120 by 90 feet w).
- (iii) The six small hangars on [REDACTED] plan are confirmed.
- (f) Rail Spur. A new rail spur lies on the south of the airfield.

25X1C

048

5. TALLIN/LEHISTU (59° 27' 00"N 24° 57' 00"E)

This airfield has apparently been abandoned and a road is being made across it.

049

6. TALLIN/LEHISTU (59° 25' 00"N 24° 49' 00"E)

- (a) Runways. There are four runways here but the main one is 1,050 by 50 yards N.E./S.E.; the three minor ones are 600 yards long each N/S; N.W./S.E. and E/W and form an approximate rectangle. The long runway is a diagonal and extends out to the north east from the "rectangle".
- (b) Airfield Buildings. The airfield buildings on the north side include a hangar workshop and flying control building. The buildings lie to the south of the railway station.
- (c) The airfield is used by CAB and light single engined transport aircraft.

050

7. "TALLIN/LEHISTU" (approximately 59° 24' 30"N 24° 13' 15"E)

- (a) General. This is a new airfield, reported previously from this area and the name is, at present, not yet agreed. TH 4482
- (b) Runway. The main runway was under construction in [REDACTED] and is about 2,700 yards long N.E./S.E. There is a natural surface strip about 2,000 yards by about 50 N.E./S.E. and may possibly have been abandoned.

25X1D

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- (c) Readiness Platforms. The readiness platforms by the new runway are ≈ 140 by 70 yards \approx .
- (d) Apron. There was a possible apron under construction between the runway and the parallel taxiway on the west side.
- (e) Hardstandings. At least 30 small revetted semi circular hardstandings were noted on alternate sides of the taxiway. The diameter is estimated by source as 40 - 45 feet.
- (f) Taxiway. The parallel taxiway with access tracks lies on the west side of the runway. A second and parallel taxiway lying to the east of the runway joins the natural surface strip. The width of this second track is about 20 yards.
- (g) Fuel Storage. The fuel storage is centrally placed to the west of the hardstandings.
- (h) Position Fixing. Further data for position fixing are:-
- (i) 14 miles N.E.E. of TALLIN.
 - (ii) 12 miles S.E.E. of MAISSAR ISLAND.
 - (iii) 12 miles north of VASAKEMIA town.
 - (iv) 5 miles east of LOHUSALU headland. \approx

051 8. THUMB (56° 57' 00"N 23° 14' 00"E)

- (a) Runway. The runway is N.E./S.W. about 2,200 by 60 yards. It has a parallel taxi track about ≈ 60 feet wide \approx to the south west side.
- (b) Hardstandings
- (i) One readiness platform at north end of runway is about ≈ 370 by 80 feet \approx .
 - (ii) ≈ 39 \approx U shaped aircraft shelters of about ≈ 50 \approx feet diameter are located along the south side of the parallel taxiway.
 - (iii) There are two aprons on the taxiway. One is ≈ 495 by 55 yards \approx and the second about ≈ 340 by 55 \approx yards with about ≈ 340 yards \approx of taxiway in between.
- (c) Fuel Storage. The fuel storage is centrally placed to the south west of the taxiway.
- (d) Constructional Work. When observed there was a great deal of construction work in progress, both on the airfield facilities and on the barrack accommodation which lies to the south.
- (e) Gun sites. An unusually large number of scattered gun sites, particularly to the north west of the runway were noted.

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